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REUTER'S TELEGRAMS.

THE WAR.

MARTIAL LAW AT TRIPOLI.

[Service To The "Telegraph."]

Bombay, Oct. 9, 7.10 a.m.

Rear-Admiral Boreadolmo, Italian Governor of Tripoli, has issued a proclamation instituting martial law.

The Turkish garrison has camped five miles distant from Tripoli, and has fortified the hills.

SIGNIFICANT SILENCE.

Durban, Oct. 7, 11.30 p.m.

The complete absence of news from Italy to-day suggests the probability that the transports with the expeditionary force are under way.

Some anxiety is felt still in Italy concerning the whereabouts of the Turkish destroyers and torpedo craft, hence the secrecy in regard to the movements of transports.

EXTRA-TERRITORIAL RIGHTS.

Reuter's Constantinople correspondent states that the Minister for Justice has informed the tribunals that Italians are no longer to benefit under the Capitulations, but must be submitted to the common law.

TURKS IN SAMOS.

Durban, Oct. 7, 1.40 p.m.

Reuter's correspondent at Athens states that it is officially declared that the Turks on Oct. 5 landed 500 soldiers on the island of Samos, a violation of the rights of self-government.

[Since 1883 Samos has been governed by a Greek and a native council and has acknowledged Turkish suzerainty by paying tribute to the Porte.]

SAID PASHA'S TROUBLES.

Reuter's correspondent at Constantinople states that it is understood that Reshid Pasha, the newly-appointed Minister for Foreign Affairs, has declined to accept office. Assim Bey, Minister at Sofia, will probably be offered the post.

[No ground is given for Reshid Pasha's refusal, but it is interesting to remember that neither Kiamil Pasha nor Hilmi Pasha were included in Said Pasha's new Cabinet. Both refused to be directed by the Committee of Union and Progress.]

REUTER'S TELEGRAMS.

THE WAR.

ITALY'S NEW CLAIM.

Reuter's correspondent at Turin states that a banquet was given there to eleven hundred people, who included five hundred senators and deputies, in honour of S. Giolitti who had a tremendous ovation.

S. Giolitti claimed that no nation had so speedily accomplished such a transformation—social, moral, and economic—as Italy who now claimed to have a share of the work of civilizing the African continent.

GREECE IN DANGER.

Reuter's correspondent at Salonika states that three maxims and six quick-firing guns have been despatched to Caterina. The Turkish Government is secretly contracting for large supplies of ammunition to be deliverable at Monastir and other large centres. Within the past ten days it has been persistently rumoured that invasion of Greece is contemplated.

A ROYAL RECEPTION.

Reuter's correspondent at Pisa states that King Emmanuel and the Royal family arrived there from Rome and were warmly welcomed by enthusiastic crowds.

ANOTHER PORT OCCUPIED.

Bombay, Oct. 7, 2.50 p.m.

It is reported that Italian blue-jackets have landed at Messa Tobruk, a port in Barca, about 100 miles east of Derna.

FIGHTING IN MOROCCO.

SERIOUS SPANISH LOSSES.

[Service to the "Telegraph."]

Durban, Oct. 8, 11.55 p.m.

Madrid newspapers have confused accounts of heavy fighting near Melilla. It is stated that the Spanish losses are serious and that the Minister of War is personally directing the operations.

[Melilla is a fortified convict settlement belonging to Spain, on the N. coast of Morocco, on the east side of the mountainous promontory of Trocadero.]

REUTER'S TELEGRAMS.

HOME POLITICS.

PREFERENTIAL TRADE.

[Service to the "Telegraph."]

Durban, Oct. 8, 12 a.m.

Speaking at Haddington, Mr. A. J. Balfour said that it was for the Unionist party to rebuild the Second Chamber with a representative element.

The decision of Canada (in regard to Reciprocity) must have beneficial results for the Empire, as it showed how impossible it was to maintain the present fiscal system.

Mr. Balfour continued: "The Colonies are not believers in Free Trade and we must meet them by establishing a system of commercial defence, which is as necessary as any other defence."

HOME RULE.

DIVERGENT VIEWS.

[Service to the "Telegraph."]

Durban, Oct. 7, 9.10 a.m.

The Postmaster General, speaking at Belfast, said that the Government had formed the unflinching resolution to carry Home Rule.

The rights of Ulster Protestants, he declared, would be amply safeguarded.

Durban, Oct. 8, 12 a.m.

Mr. A. J. Balfour, leader of the Opposition, in a speech at Haddington, declared that the Unionists would maintain their opposition to Home Rule in 1886, and would see that the United Kingdom was the United Kingdom still.

AVIATION.

ACCIDENT TO BEAUMONT.

[Service to the "Telegraph."]

Durban, Oct. 7, 7.20 a.m.

Reuter's Rheims correspondent states that "Beaumont," the winner of the £10,000 "Daily Mail" aviation prize in July, and the great European circuit race a week or two earlier, has broken his leg and sustained internal injuries through making a premature descent while testing a military aeroplane.

SWEDISH POLITICS.

NEW MINISTRY FORMED.

[Service to the "Telegraph."]

Durban, Oct. 7, 7.20 a.m.

Reuter's Stockholm correspondent reports that a Liberal has formed a Ministry.

The Socialists, whose successes at the election brought about the fall of the previous Administration, declined to be represented in the Government.

CANADIAN POLITICS.

BORDEN TO FORM CABINET.

[Service to the "Telegraph."]

Durban, Oct. 7, 7.20 a.m.

Reuter's Ottawa correspondent states that Earl Grey, the Governor-General, has summoned Mr. R. L. Borden to form a Cabinet and Mr. Borden has accepted the task.

REUTER'S TELEGRAMS.

HOME RACING.

DUKE OF YORK STAKES.

[Service to the "Telegraph."]

Bombay, Oct. 8, 6.55 a.m.

The following is the result of the Duke of York Stakes, 1.1.4 miles, run at Kempton Park:—

Trepida 1
Mustapha 2
Knight of Honour... 3

Eleven started. Trepida won by a length and a half, and five lengths separated the second and third horse.

The betting at the start was 8 to 1 Trepida, 7 to 2 Mustapha, 20 to 1 Knight of Honour.

THE MOROCCAN QUESTION.

POINTS OF TERMINOLOGY.

[Service to the "Telegraph."]

Durban, Oct. 7, 7.20 a.m.

Reuter's Berlin correspondent states that the few remaining points of difference between France and Germany on the Moroccan question are being keenly contested.

The newspapers say that the prospect of a speedy settlement is receding. The delay is mainly due to the zeal of juristic specialists.

A FAVOURABLE REPORT.

Durban, Oct. 7, 11.30 p.m.

Reuter's Paris correspondent states that a Cabinet Council M. de Solves, Minister for Foreign Affairs, announced that the negotiations between France and Germany were proceeding favourably.

THE RUSSIAN NAVY.

A NEW DREADNOUGHT.

[Service to the "Telegraph."]

Durban, Oct. 7, 11.30 p.m.

Reuter's St. Petersburg correspondent states that at the fourth Russian Dreadnought, the Gangout, of 25,000 tons, has been launched.

BLACK AND WHITE.

MR. COLE'S DEPORTATION.

[Service to the "Telegraph."]

Durban, Oct. 7, 11.30 p.m.

Reuter's Nairobi correspondent states that the Hon. G. G. Cole (whose deportation was ordered by the Imperial Government) has left for England.

A large crowd assembled to bid him farewell and he was presented with a testimonial.

INDIA AND SEDITION.

BEPIN CHANDRA PAL SENTENCED.

[Service to the "Telegraph."]

Durban, Oct. 7, 7.20 a.m.

Reuter's Bombay correspondent states that Bepin Chandra Pal pleaded guilty and was sentenced to imprisonment for one month.

WEST AUSTRALIAN POLITICS.

A LABOUR MINISTRY.

[Service to the "Telegraph."]

Durban, Oct. 7, 11.30 p.m.

Reuter's Perth correspondent states that the Laborites have formed a Ministry.

REUTER'S TELEGRAMS.

A BYE-ELECTION.

NARROW LIBERAL WIN.

[Service to the "Telegraph."]

Bombay, Oct. 8, 6.55 a.m.

The bye-election at North Tyrone has resulted as follows:—

Russell (Liberal)..... 3,104
Herdman (Unionist)... 3,086

Majority 18

THE STRIKE EPIDEMIC.

HUGE LOOKOUT THREATENED.

[Service to the "Telegraph."]

Durban, Oct. 7, 5 p.m.

Owing to the refusal of two non-unionists to join the union all the workers in the Yatesfield Mill at Burnley go on strike on Wednesday.

The Cotton Spinners' Association of North and North East Lancashire has replied threatening a general lookout, which would involve 150,000.

HOME TRADE.

FIGURES FOR SEPTEMBER.

[Service to the "Telegraph."]

Durban, Oct. 7, 11.30 p.m.

The Board of Trade returns for September show that the exports decreased by £145,007. Wool decreased by £144,668 and cotton increased by £615,910.

The imports show an increase of £2,153,501, (?) of which cotton accounted for £67,368; wool for £20,839 and silk 50,726.

DISUNITED UNION.

UNSATISFACTORY MANAGEMENT.

[Service to the "Telegraph."]

Durban, Oct. 7, 7.20 a.m.

The Southampton branch of the Sailors' and Firemen's Union, with a membership of 6,000 has seceded, alleging unsatisfactory management, and has formed a British Seafarers' Union.

OBITUARY.

MAJOR-GENERAL HOAD.

[Service to the "Telegraph."]

Durban, Oct. 7, 7.20 a.m.

Reuter's Melbourne correspondent reports the death of Major-General Sir John Hoad.

[Some reference to the late Sir John Hoad appear under a special heading.]

LADY SEAFIELD.

Durban, Oct. 7, 5 p.m.

The death is announced of Caroline, Countess of Seafeld.

[Lady Seafeld was the youngest daughter of the 11th Lord Ebury.]

SIR C. LAWES WITTE- WRONGE.

Durban, Oct. 7, 7.5 p.m.

The death is announced of Sir Charles Lawes-Wittewronge. [Sir Charles Lawes-Wittewronge was President of the Incorporated Society of British Sculptors and in his younger days won great distinction as an amateur athlete. He was born in 1846.]

REUTER'S TELEGRAMS.

THE RISING IN PORTUGAL.

ROYALIST COLUMN SUR- ROUNDED.

[Service to the "Telegraph."]

Bombay, Oct. 7, 1.40 p.m.

It is rumoured that a Royalist column at Vinhces is surrounded by Republican troops.

AN OFFICIAL REPORT.

Reuter's Lisbon correspondent states that the Government declares that there are 8,000 troops on the frontier, sufficient to restore order.

A band of Royalists has been repulsed near Braganza, and sustained thirty casualties.

REPORTED REPUBLICAN SUCCESSSES.

Bombay, Oct. 7, 2.50 p.m.

Reuter's Oporto correspondent reports that the military authorities state that large Republican forces occupy Braganza and Chaves.

Communication between Oporto and Braganza has been restored. Three men who were caught tampering with the railway have been shot.

OFFICERS ARRESTED.

Many officers were arrested in Oporto.

WHERE IS MANOEL?

Yesterday the French newspapers stated that ex-King Manoel and his Uncle, Prince Affairs, were in Portugal.

The Marquis de Soveral, formerly Portuguese Minister in London, interviewed last evening, declared that the ex-King was at Richmond.

REPORTS FROM SPAIN.

According to the Spanish Press the Royalists number 12,000 and have thirty Krupp guns.

MONARCHIST BAND DIS- PERSES.

Bombay, Oct. 9, 7.10 a.m.

Telegrams from Oporto state that the Republican troops occupy the chief strategic positions. Detachments are pursuing the Monarchist bands.

The Royalist column at Vinhces is reported to have dispersed.

BRAGANZA ROYALISTS BEATEN.

A Lisbon despatch states that the Braganza Royalists have been beaten and have withdrawn to Spain.

They were pursued by cavalry almost to the frontier. Two of the pursuers were wounded.

THE ROYALIST FAILURE.

The newspapers state that the Royalists have failed through lack of support from the inhabitants who were loyal to the Republican troops.

They admit, however, that a fresh concentration of Monarchists is taking place at Salgueiros and that guerrilla operations are proceeding in the district of Vianna, a seaport at the mouth of the Lima, 45 miles north of Oporto. It is reported that the Duke of Oporto has arrived at the frontier.

CHINESE TELEGRAMS.

NO PRIVATE MEETINGS.

[“Shan Po” Service.]

Peking, Oct. 8.

The Throne has directed the Governor of Hunan to prevent the people from holding private meetings in connection with the railway affairs.

GOVERNOR IMPEACHED.

ALLEGED PARTIALITY.

[“Shan Po” Service.]

Peking, Oct. 8.

A censor has impeached the Governor of Kiang-su for partiality in giving appointments to officials. An Imperial Edict has been issued directing the Viceroy of Nanking to conduct an enquiry into the matter and report.

CHINA'S BUDGET.

A GREAT DEFICIT.

[“Shenung Po” Service.]

Peking, Oct. 8.

The Budget for the fourth financial year of Hsuan Tung will show a great deficit. The Cabinet and the Ministry of Finance have jointly memorialized the Throne to have the budget placed before the members of the National Assembly for consideration on the 9th Moon, when they will meet at the Assembly.

CLIPPING THEIR WINGS.

VICEROYS AND THE ARMY.

[“Shenung Po” Service.]

Peking, Oct. 8.

Prince Tsai Tao, President of the Army Board, has begged the Throne to curtail the power in military affairs of the viceroys and governors of the various provinces and has suggested that the real command of the army should be settled by the Army Advisory Council.

CONSTITUTIONAL RE- FORMS.

[“Shenung Po” Service.]

Peking, Oct. 8.

Prince Pu Lun, President of the National Assembly, has completed his work of devising the constitutional reforms and has submitted these to the Cabinet Ministers for consideration and approval.

SHUM CHUN HSUN.

WHY HE RESIGNED.

[“Shenung Po” Service.]

Peking, Oct. 8.

It is now stated that the reason for Shum Chun Hsun's resignation from the Commission for the suppression of the Szechuan rebellion is that both the Viceroy of Hupeh and H.E. Tuan Fang are in favour of suppressing the rebellion by military measures, while H.E. Shum Chun Hsun advocates the dispersing of the rebels amicably.

Weather Forecast.



OUR CONTEMPORARIES

JOINT SECTIONAL FARE TABLE

On and after 5th October, 1911, and until further notice, the following Fare Table will come into operation. Previous Fare Tables cancelled.

What They Think

China Mail:

Hongkong Volunteering.
In time, when numbers warrant the step, the feasibility of forming a separate Kowloon Company might even be considered. But that is a matter for the future. One other point deserving of attention is the matter of uniform—always a not unimportant factor in the Volunteer movement. It is widely felt among the members of the corps that the uniform worn on parade might easily be improved and a much smarter appearance be produced if, instead of the baggy and unshapely khaki trousers now used, breeches and puttees were worn by all the men, as is the case among the Scouts' section. The change could easily be made and the Battalion as a whole gain in general appearance thereby. The above are merely two little matters, small enough in themselves, but still deserving of the respectful consideration of the Volunteer authorities. The suggestions put forward are not made in any spirit of carping criticism—quite the reverse; they are advanced because we have reason to believe that they represent the views of a considerable section of the members of the Corps, and because we believe that the adoption of the proposals would have some little effect in stimulating interest in a praiseworthy and patriotic movement.

Daily Press

Looking Ahead

Looking Ahead.

The citizen of to-day has many more calls on him than the citizen of former days, and while the amount he can allot for food is diminishing, the quantity of food he can purchase with the amount is also decreasing. He is being overwhelmed by the production of luxuries. The principal requisite of life is food, and the ease with which food can be produced under nominal conditions is evinced by the crowded conditions of the industrial cities and the sparse populations of the agricultural districts. The producers of food do not become millionaires. This is lost for the retailers; and the attractions of becoming benefactors of the race by making two blades of grass grow where only one grew before are not overwhelming, more especially since the extra blade of grass may have to contend with other extra blades on reaching the market, and be sold at a loss. The time will perhaps come some day when the State will be required to regulate food supplies on scientific principles with a minimum reserve in ratio to the population, and alternative crops to guard against failure. Looking still further ahead, it is possible that chemistry will one day make mankind independent of climatic conditions and food will be produced synthetically. In the meantime, however, man has to get through the transition period.

China Morning Post.

Japan and Shipping.
Undoubtedly, a serious position for British shipping has been created. Nor can complaint be levied against the Japanese that they have entered the field of competition with, for them, such handsome reward. They are rather to be congratulated on their achievement, and the Japanese Government on their acumen in adopting such a practical method of encouraging a developing sea-trade. It is too late in the day to grudge the Japanese their success, but the British concerns are surely asking themselves why they did not bear themselves long ago to meet this energetic and astoundingly-planned rivalry. We are afraid there has been far too much of that easy confidence in Britain's maritime supremacy, both naval and mercantile, which is apt to begot a fatal indifference to the measures which are ever being taken abroad to rise and take to their opportunity when Wotton-Bell takes up and the world how to nullify it.

100

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

SCHOLASTIC SUCCESSES.

The Acting-Warden of St. Stephen's College (Mr. G. A. Hancock, M.A.), has received a cable announcing the following candidates as having passed in the recent Oxford Local Examinations.

Preliminary: St. Stephen's College:—Fok Wing Kan, Leung Yuen Lung, Lau Kon Ching, Poon Yan Chi, Ho Nai Pui, Ho Nai Chak, Wong U Tai, Hui On Wa.

St. Paul's College:—An Leo Yan, Robert Yip, Li Kai Fong, David Au, Yung Hin Lun, Chan U Kwai, Edmund Lee.

St. Stephen's Girls' School:—Chau Zee Ching, Loung Yat Kwen, Sheo Wai Ching, Tao Mae Ching.

Junior, St. Stephen's College:—Lam Fuk, Mok Hing Kiu, Ng Sze Ho with distinction and Tsang Hin Wo.

St. Paul's College:—Li King Hong, Wong Siu Ying, Chau Si Cheung.

Senior, St. Stephen's College:—Yung Hing Hang, A.A., Chan Iu Cho, A.A., Lai Hau Chin, A.A., Lai Hau Yeung, A.A., Liu Chan, Lo Kwan Iu, A.A., Tang Ying Nam, Wong Po Kei, A.A., Wong Oi Kut, A.A.

St. Paul's College:—Thomas Chan.

St. Stephen's Girls' School:—Ma Hon Ting, with distinction, Ng See King.

It will be noted that 7 of the 10 successful Senior students of St. Stephen's were enabled to get the A. A. of Oxford, while 3 obtained distinction in some subject or subjects. The results rank as the most successful in the history of the school, as all nine recommended candidates passed. This examination which is to form the entrance test of the University, is gradually becoming recognised as a college exit test also, and great satisfaction has been expressed at this very remarkably successful record of St. Stephen's.

DIOCESAN BOYS' SCHOOL.

Aquatic Sports.

The Annual Sports in connection with the School Bathing Party, in the waters of Telegraph Bay on Wednesday afternoon, brought a successful bathing season to a close.

There were numerous entries for the various events, which were competed for with great enthusiasm, and in the right spirit.

After the sports, the lads enjoyed a well-earned tea on the beach.

The prizes were presented by Miss Stuart on the return voyage to Victoria, and cheered, called for Mrs. Tuxford and the ladies, Mr. H. Sykes and the Masters, were heartily responded to.

The following were the events:—

Team Race, won by G. Brookett's team—C. Stirling, T. Anderson and Cheung Chung Woo.

Battle, won by F. Coleman's team—P. Rathnam, A. Gifford, R. Bruhn and C. Stirling.

Buoy Race:—1st F. Coleman and Geo. Owens, 2nd H. Wilman and Geo. Brookett.

Cook Fight:—1st F. Coleman, 2nd J. Brookett.

Diving through a Buoy:—1st F. Coleman, 2nd W. Ogley, 100 yds. for boys 13 and over (Handicap):—1st F. Coleman, 2nd Lau Eng Juay, 3rd G. Brookett.

Obstacle Race (Handicap):—1st F. Coleman, 2nd W. Ogley, 50 yds. for boys under 13:—1st W. Peter, 2nd W. Mason, Paddling Race for Small boys:—1st K. Mason, 2nd J. Livon.

Small Boys' Race:—1st Scallager, 2nd E. Charrington.

Plank Race:—1st W. Ogley and R. Bruhn, 2nd H. Wilman and G. Brookett.

Swimming on Back:—1st F. Coleman, 2nd H. Wilman, 3rd Cheung Chung Woo.

Obstacle Race:—1st F. Coleman, 2nd Lau Eng Juay, 100 yds. for boys 13 and over (Handicap):—1st F. Coleman, 2nd Lau Eng Juay, 3rd Cheung Chung Woo.

Obstacle Race:—1st F. Coleman, 2nd Lau Eng Juay, 100 yds. for boys 13 and over (Handicap):—1st F. Coleman, 2nd Lau Eng Juay, 3rd Cheung Chung Woo.

CANTON-KOWLOON RAILWAY.

TIME TABLE.

On and after 5th October, 1911, until further notice.

DOWN TRAINS.										UP TRAINS.									
Previous Time-Tables cancelled.																			
STATIONS.										STATIONS.									
No. 1 Through	No. 2 Through	No. 3 Joint Sectional	No. 4 Joint Sectional	No. 5 Joint Sectional	No. 6 Joint Sectional	No. 7 Joint Sectional	No. 8 Joint Sectional	No. 9 Joint Sectional	No. 10 Joint Sectional	No. 11 Through	No. 12 Through	No. 13 Through	No. 14 Through	No. 15 Through	No. 16 Through	No. 17 Through	No. 18 Through	No. 19 Through	No. 20 Through
Canton, (Tai Sha) dep.	7.55	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Kowloon, dep.	14.55	8.00	11.00	11.00	11.00	11.00	11.00	11.00	11.00
Shek Pai, arr.	8.05	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Hung Hom, dep.	14.55	8.05	11.05	11.05	11.05	11.05	11.05	11.05	11.05
Che Ph, arr.	8.15	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Yau Ma Tei, arr.	14.55	8.10	11.10	11.10	11.10	11.10	11.10	11.10	11.10
Wu Chung, dep.	8.20	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Sha Tin, dep.	14.55	8.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15
Nam Kong, arr.	8.25	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Tai Po, arr.	14.55	8.20	11.20	11.20	11.20	11.20	11.20	11.20	11.20
Sun Tung, dep.	8.30	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Tai Po Market, dep.	14.55	8.25	11.25	11.25	11.25	11.25	11.25	11.25	11.25
Tung Mei, arr.	8.35	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Fan Ling, dep.	14.55	8.30	11.30	11.30	11.30	11.30	11.30	11.30	11.30
Ngai Yee, dep.	8.40	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Shum Chai, arr.	14.55	8.35	11.35	11.35	11.35	11.35	11.35	11.35	11.35
Sien Tsun, arr.	8.45	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Pu Koi, dep.	14.55	8.40	11.40	11.40	11.40	11.40	11.40	11.40	11.40
Shek Ha, dep.	8.50	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Li Lung, arr.	14.55	8.45	11.45	11.45	11.45	11.45	11.45	11.45	11.45
Shek Lam, arr.	8.55	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Ping Wu, dep.	14.55	8.50	11.50	11.50	11.50	11.50	11.50	11.50	11.50
Shek Luk Kou, dep.	9.00	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Tin Tong, arr.	14.55	8.55	11.55	11.55	11.55	11.55	11.55	11.55	11.55
Shek Lung, arr.	9.05	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Shek Ku, dep.	14.55	9.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
Sai Wai, dep.	9.10	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Tong Tau Ho, arr.	14.55	9.05	12.05	12.05	12.05	12.05	12.05	12.05	12.05
Nam Shek, arr.	9.15	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Lum Tsun, dep.	14.55	9.10	12.10	12.10	12.10	12.10	12.10	12.10	12.10
Wang Lik, dep.	9.20	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Cheung Luk, arr.	14.55	9.15	12.15	12.15	12.15	12.15	12.15	12.15	12.15
Shung Ping, arr.	9.25	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Shek Ma, dep.	14.55	9.20	12.20	12.20	12.20	12.20	12.20	12.20	12.20
Muk Lun, dep.	9.30	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Tu Tung, arr.	14.55	9.25	12.25	12.25	12.25	12.25	12.25	12.25	12.25
Tu Tung, arr.	9.35	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Shungping and Shek Ma, dep.	14.55	9.30	12.30	12.30	12.30	12.30	12.30	12.30	12.30
Cheung Luk, dep.	9.40	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Muk Lun, arr.	14.55	9.35	12.35	12.35	12.35	12.35	12.35	12.35	12.35
Shek Ma, arr.	9.45	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Wang Lik, dep.	14.55	9.40	12.40	12.40	12.40	12.40	12.40	12.40	12.40
Lum Tsun, dep.	9.50	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Nam Shek, arr.	14.55	9.45	12.45	12.45	12.45	12.45	12.45	12.45	12.45
Tung Mei, arr.	9.55	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Sai Wai, dep.	14.55	9.50	12.50	12.50	12.50	12.50	12.50	12.50	12.50
Sien Tsun, dep.	10.00	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Shek Lung, arr.	14.55	9.55	12.55	12.55	12.55	12.55	12.55	12.55	12.55
Shek Ha, arr.	10.05	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Shek Luk Kou, dep.	14.55	10.00	13.00	13.00	13.00	13.00	13.00	13.00	13.00
Shek Lam, dep.	10.10	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Shek Ku, arr.	14.55	10.05	13.05	13.05	13.05	13.05	13.05	13.05	13.05
Shek Lung, arr.	10.15	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Tong Tau Ho, dep.	14.55	10.10	13.10	13.10	13.10	13.10	13.10	13.10	13.10
Sai Wai, dep.	10.20	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Lum Tsun, arr.	14.55	10.15	13.15	13.15	13.15	13.15	13.15	13.15	13.15
Nam Shek, arr.	10.25	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Cheung Luk, dep.	14.55	10.20	13.20	13.20	13.20	13.20	13.20	13.20	13.20
Wang Lik, dep.	10.30	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Shek Ma, arr.	14.55	10.25	13.25	13.25	13.25	13.25	13.25	13.25	13.25
Shung Ping, arr.	10.35	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Tu Tung, dep.	14.55	10.30	13.30	13.30	13.30	13.30	13.30	13.30	13.30
Muk Lun, dep.	10.40	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Shungping and Shek Ma, dep.	14.55	10.35	13.35	13.35	13.35	13.35	13.35	13.35	13.35
Tu Tung, arr.	10.45	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Muk Lun, arr.	14.55	10.40	13.40	13.40	13.40	13.40	13.40	13.40	13.40
Cheung Luk, dep.	10.50	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Wang Lik, dep.	14.55	10.45	13.45	13.45	13.45	13.45	13.45	13.45	13.45
Shek Ma, arr.	10.55	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Nam Shek, arr.	14.55	10.50	13.50	13.50	13.50	13.50	13.50	13.50	13.50
Lum Tsun, dep.	11.00	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Sai Wai, dep.	14.55	10.55	13.55	13.55	13.55	13.55	13.55	13.55	13.55
Tung Mei, arr.	11.05	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Shek Lung, arr.	14.55	11.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00
Sien Tsun, dep.	11.10	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Shek Luk Kou, dep.	14.55	11.05	14.05	14.05	14.05	14.05	14.05	14.05	14.05
Shek Ha, arr.	11.15	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Shek Ku, arr.	14.55	11.10	14.10	14.10	14.10	14.10	14.10	14.10	14.10
Shek Lam, dep.	11.20	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Tong Tau Ho, dep.	14.55	11.15	14.15	14.15	14.15	14.15	14.15	14.15	14.15
Shek Lung, arr.	11.25	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Lum Tsun, arr.	14.55	11.20	14.20	14.20	14.20	14.20	14.20	14.20	14.20
Sai Wai, dep.	11.30	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Cheung Luk, dep.	14.55	11.25	14.25	14.25	14.25	14.25	14.25	14.25	14.25
Nam Shek, arr.	11.35	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Shek Ma, arr.	14.55	11.30	14.30	14.30	14.30	14.30	14.30	14.30	14.30
Wang Lik, dep.	11.40	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Tu Tung, dep.	14.55	11.35	14.35	14.35	14.35	14.35	14.35	14.35	14.35
Shung Ping, arr.	11.45	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Shungping and Shek Ma, dep.	14.55	11.40	14.40	14.40	14.40	14.40	14.40	14.40	14.40
Muk Lun, dep.	11.50	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Muk Lun, arr.	14.55	11.45	14.45	14.45	14.45	14.45	14.45	14.45	14.45
Tu Tung, arr.	11.55	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Wang Lik, dep.	14.55	11.50	14.50	14.50	14.50	14.50	14.50	14.50	14.50
Cheung Luk, dep.	12.00	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Nam Shek, arr.	14.55	11.55	14.55	14.55	14.55	14.55	14.55	14.55	14.55
Shek Ma, arr.	12.05	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Sai Wai, dep.	14.55	12.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
Lum Tsun, dep.	12.10	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Shek Lung, arr.	14.55	12.05	15.05	15.05	15.05	15.05	15.05	15.05	15.05
Tung Mei, arr.	12.15	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Shek Luk Kou, dep.	14.55	12.10	15.10	15.10	15.10	15.10	15.10	15.10	15.10
Sien Tsun, dep.	12.20	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Shek Ku, arr.	14.55	12.15	15.15	15.15	15.15	15.15	15.15	15.15	15.15
Shek Ha, arr.	12.25	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Tong Tau Ho, dep.	14.55	12.20	15.20	15.20	15.20	15.20	15.20	15.20	15.20
Shek Lam, dep.	12.30	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Lum Tsun, arr.	14.55	12.25	15.25	15.25	15.25	15.25	15.25	15.25	15.25
Shek Lung, arr.	12.35	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Cheung Luk, dep.	14.55	12.30	15.30	15.30	15.30	15.30	15.30	15.30	15.30
Sai Wai, dep.	12.40	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Shek Ma, arr.	14.55	12.35	15.35	15.35	15.35	15.35	15.35	15.35	15.35
Nam Shek, arr.	12.45	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Tu Tung, dep.	14.55	12.40	15.40	15.40	15.40	15.40	15.40	15.40	15.40
Wang Lik, dep.	12.50	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Shungping and Shek Ma, dep.	14.55	12.45	15.45	15.45	15.45	15.45	15.45	15.45	15.45
Shung Ping, arr.	12.55	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Muk Lun, arr.	14.55	12.50	15.50	15.50	15.50	15.50	15.50	15.50	15.50
Muk Lun, dep.	13.00	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Wang Lik, dep.	14.55	12.55	15.55	15.55	15.55	15.55	15.55	15.55	15.55
Tu Tung, arr.	13.05	14.55	7.55	14.55	7.55	14.55	7.55	14.55	7.55	Nam Shek, arr.	14.55	13.00	16.00	16.00	1				

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Hongkong, 16th September, 1910.

[28]

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"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

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The Hongkong Telegraph.

HONGKONG, MONDAY, OCTOBER 9th, 1911.

SOCIETIES AND CLUBS.

General gratification will be felt at the action of the Government in bringing forward legislation to regulate the operations of the numerous Chinese associations which figure so largely in this Colony. It has become increasingly evident to employers of Chinese labour that a deliberate and organized attempt is being made to take the conduct of business out of the hands of the employer and to vest it in the hands of the officials of these guilds, associations, societies or clubs—the nomenclature matters little as the end in view is invariably the same. The Chinese, as we have previously pointed out, bid fair to lose the character for docility and obedience that they at one time possessed, and the endeavour is clearly being made, by active or passive coercion, to establish in Hongkong the tyranny of labour, the attempt to establish which has caused such distress and loss and bitterness in the United Kingdom and elsewhere. Those who are fond of theorizing, by the way, might find ample material in the wave of industrial unrest that has swept over every part of the world and has affected countries, monarchies and republics, protectionist or free trade, progressive or reactionary. Our concern for the moment is not with theories. We are confronted in Hongkong with a stern and disagreeable fact. That the position is becoming acute is well known to all who have to handle any large body of Chinese workmen, and the Government has certainly not been premature in seeking legally to strengthen its hands in order more effectively to deal with the crisis that threatens.

While the Government may fairly be congratulated for evincing a disposition to take steps to relieve a position that is rapidly becoming intolerable, judgment must be deferred on the point whether the steps to be taken will cover a sufficiency of ground. It is, of course, to be recognized that the Government has to judge matters from a broad and impartial viewpoint, and that it is inevitably the target for criticism from both sides. Also there is more in most legislative measures than meets the eye, and it is possible that the Societies Ordinance, 1911, confers powers upon the Government that will enable it satisfactorily to cope with any development. That will be the better gauged when the bill is introduced and explained in the Legislative Council. One point to which the Government's attention might be directed is that of all the pains and penalties that can be inflicted banishment is that which is most feared by the class of Chinese that will be primarily affected by the proposed legislation.

We take it that the bill is designed to check not only the growing industrial unrest, but the political propaganda that has been carried on with comparative impunity of recent times. To attain the object sought the powers taken should be thoroughly sufficient, and it is for this reason that we suggest that the penalty of banishment for aggravated offences should not be overlooked.

DAY BY DAY.

Men may construe things after their fashion.
Clean from the purpose of the things themselves.

A Notice to Mariners issued by the Coast Inspector at Shanghai on October 4 states, in reference to the Confucius Channel, that, owing to the extension of the South-east Spit, the Dove's Nest Lower Buoy has been shifted 0.15 of a mile W.S.W. (magnetic) of its former position.

The "London Gazette" announces that the King has given Admiral the Hon. Sir Hedworth Lamblton permission to assume the name and arms of Meux, in accordance with the terms of the will of Lady Meux, who left him the larger part of her property.

The Colony's Health.

No cases of plague having occurred for several weeks the M.O.H. announces that the plague return will be discontinued. Two fatal cases of diphtheria, both Chinese, occurred during the week ended Oct. 7 and two non-fatal cases (one British) of enteric fever.

H.E. the Governor.

His Excellency the Governor moved into residence at Government House on Saturday, the 17th instant.

On Thursday, the 5th instant, His Excellency entertained Rear-Admiral Murdoch, with his Captains and Staff, at dinner at Mountain Lodge.

On Saturday, the 7th instant, His Excellency dined on board U.S.S. Saratoga, as guest of Rear-Admiral Murdoch.

Meteorology.

The monthly meteorological report issued by the Observatory for the month of September, shows that the average maximum temperature was 86.1, the mean temperature 81.1 and the average minimum 77.4 degrees. In all Hongkong had 211 hours of sunshine or about seven hours per day and 6.215 inches of rain.

The Liberté Disaster.

A London telegram dated September 26 to the "Osaka Mainichi," says:—One man has been found alive in one of the turrets of the French battleship Liberté. He was able to speak, in the most feeble tones, on food being passed to him. He says he is surrounded by fifteen corpses. The utmost efforts are being made to rescue him.

A Sad Accident.

Yesterday, while the s.s. Radiant, belonging to the Standard Oil Company, was lying alongside a wharf at West Point, a seaman named Morris, who was sitting on the rail, singing, fell backwards. He struck his head on the wharf, fell into the water and was drowned. His body was recovered this morning.

The "Telegraph" Staff.

We are glad to be able to announce that our staff has received an important addition in the person of Mr. P. Inglis. Mr. Inglis has had a successful journalistic career in England and Scotland. He has also achieved distinction in work of a purely literary character and has already published several volumes under a pen name which have been favourably noticed by the "Spectator" and other leading organs of criticism. Mr. Inglis will fill the position of Assistant Editor, and we have no doubt that our readers will reap advantage from the fact that his services have been secured by the "Hongkong Telegraph."

St. Andrew's Church Bazaar.

A very successful sale of work was held on Saturday at Kowloon, in connection with the St. Andrew's Church. The stalls were set up on the lawn in front of the Church and were presided over by the ladies of the congregation, who had arranged their goods in a very tasteful manner. By day the grounds were tastefully decorated with flags and bunting, and by night with Chinese lanterns. During the afternoon the children were specially provided for games being played for their special amusement. The evening session was exceptionally well attended and the stalls did a big business. A cinematograph entertainment and fire work display added much to the programme, some of the pictures being very fine. We understand that a substantial sum was obtained as a result of the day's work.

H.M.S. Minotaur left Tsingtau on Oct. 9th.

The German Mail of the 8th September was delivered in London on Oct. 7.

This afternoon H.E. the Governor formally opened the Kwong Wa Hospital at Yau-ma-tei. A full report will appear in tomorrow's issue.

Station leave has been granted to Major R. A. Craig, R.G.A. from 10th to 23rd October, 1911, inclusive.

Sir Francis and Lady Piggott, who are now at Nikko, expect to be in Tokyo early this month for a short visit, before returning to Hongkong.

During the week ended Oct. 8 the visitors to the Museum numbered 2,419, 2,212 Chinese and 207 non-Chinese, and the visitors to the library numbered 675.

Langkats.

A telegram received from Shanghai this afternoon stated that the market for Langkats was firm.

The Merry Go-Round.

This afternoon the British Merry Go-Round opened at 154 Praya East. The management invites all to "come and have some fun."

Sentence of death was passed at the Central Criminal Court on September 8 on Francisco Carlos Godinho, a Lascar, bath attendant for the murder of Miss Browster, a stewardess on board the P. & O. S. China, during her voyage home between Colombo and Aden.

The King has been pleased to give directions for the appointment of Mr. Richard James Wilkinson (British Resident, Negri Sembilan), to be Colonial Secretary of the Straits Settlements.

The Japanese warships Hiyei and Tonryu, which have been struck off the naval list, will shortly be sold by public auction. The vessels are now lying at Matsuzaki Naval Station.

Leave of absence, on private affairs, to the neighbouring countries, has been granted to Lieut. and Quartermaster E. V. Saunders, R.A.M.C., from 17th October to 2nd November, 1911, inclusive.

The Japanese surveying ship Yamato and the Yoritomo Maru, a vessel of 3,200 tons, were recently in collision between Otaru and Saghalien. The Yamato was damaged, but was able to continue her voyage to Otaru.

The following telegram from H.E. the Governor of Macao has been received by H.E. the Governor of Hongkong:—Please accept our sincere thanks for your kind congratulations on the first anniversary of the Portuguese Republic.

It will astonish many of our readers to learn, says the "China Critic," that 70,000 tons of matches are consumed yearly in Manchuria, of which the bulk is supplied from Japan; and the balance, of about 15,000 tons, from the Chinese-Japanese Match Factory at Chang-chun.

Among the passengers by the Tenyo Maru from America were Justice Grant B. Trent of the Supreme Court of the Philippines, who has been to the United States for the past six months, and the Hon. Mr. Quezon, Delegate to Congress from the Philippines, who is returning to the Islands for the Congressional vacation.

C. M. S. Girls' High School.

The Principal of the C. M. S. Girls' High School received by cable on the 7th inst. news of the following gratifying successes in the recent examinations:—Senior: Li King Nee (A.A.) honours; Woo Yee Yee (A.A.) honours; Woo Wing Yee. Preliminary: Sheo In Chee, Cecile Johansen. The results in special subjects are not yet known, owing to the educational difficulties under which this school has been forced to work hitherto. It is most satisfactory to have this record of the attainments of the few pupils who decided finally to stay for the examination.

KING EDWARD HOTEL.

SUEB.

A Question of Damaged Luggage.

Before the Acting Chief Justice, Mr. Justice Gompertz, in the Court of Summary Jurisdiction this morning, G. W. McEwen, of No. 9, Pedder's Hill, described as a commission merchant, sued Messrs. Dorabjee and Company, proprietors of the King Edward Hotel, to recover the sum of \$328, being damages for loss of property and clothing, suffered by the plaintiff through the negligence of the defendants or their servant on November 28, 1910. In the alternative, plaintiff claimed \$328 for damages for breach of a contract to deliver the plaintiff's luggage in safety to defendants' hotel.

Mr. M. Reader Harris, of Messrs. Wilkinson and Grist, appeared for the plaintiff and Mr. Lewis, of Messrs. Johnson, Stokes, and Master, represented the defendants.

Mr. Harris stated that the facts of the case were that either on November 28 or 29, the plaintiff arrived in Hongkong by the Tenyo Maru from Shanghai. He brought with him four pieces of baggage. He waited on board for two hours, when the runner of the King Edward Hotel came on board. He was a new man and the plaintiff did not know him. He handed his card to the plaintiff and the latter noticed that he was wearing the King Edward Hotel cap. He handed the man four pieces of baggage. In the evening, the plaintiff went on shore and next morning he missed one of the four pieces of baggage. He did not miss it on the previous evening because he did not require it at the time. The baggage contained a suit of clothes. He reported the loss at the office to Mr. Rahman and Mr. Mehta was present. The runner was sent for and was told to go on board the Tenyo Maru and look for the missing baggage. He afterwards said that he did so, but, at all events, plaintiff himself went on board to look for the baggage but could not find it. Rahman told the plaintiff that in all probability, the bag was transferred by mistake to the s.s. Tean, which was leaving for Manila. The Tean was subsequently searched on arrival but nothing could be found. He (Mr. Harris) had received a letter from the defendants stating that no report was made for a fortnight, but his client would positively swear that he reported the loss the next day and himself went on board to look for the baggage. Tatan, who was formerly the runner, but who at the time of the loss had just ceased to be the runner and was serving at the bar, would say that he heard the conversation and told the runner to look for the baggage, as the plaintiff was a good customer of the hotel. No definite claim in writing was made till judgment was obtained by the defendants against the plaintiff in an action recently for hotel expenses and not until the defendants repudiated liability in respect of the missing baggage.

Evidence having been called, Mr. Lewis submitted that the plaintiff had failed to make out a case. The plaintiff's story was unsupported and he asked a Lordship to disbelieve his evidence. Even assuming that there ever was a bag and the bag was ever lost, the list of items which had been drawn up by the plaintiff was excessive, the whole matter being purely "an extravagant flight of fancy." Plaintiff was "hard up" and his whole object was to have as large an amount as possible set off against the heavy judgment which had been obtained by the defendants against him. He had no money and he stood to lose nothing, but he thought he might gain something.

Mr. Harris stated that the Court had the plaintiff's sworn statement and he was supported in his evidence by Tatan.

His Lordship gave judgment for the plaintiff with costs, less \$50, on the ground that some of the items in the bag were used articles at the time of their loss. An order was made for the amount of the judgment to be set off against the judgment which had previously been obtained against the plaintiff by the defendants.

THE LATE GENERAL HOAD.

HOAD.

The death of Major-General Sir John Hoad, at the comparatively early age of fifty-five, will occasion general regret in Australia. As Inspector-General of the Commonwealth military forces between 1907-09 he had much to do with preparing the way for the scheme of compulsory military training that has since been adopted. The writer recalls the last occasion on which he saw General Hoad. He was then Colonel only. That was in September, 1904, at Liaoyang, General Sir William Nicholson, Colonel Hoad, and some of the other military attaches who had decided that they had seen as much of the Manchurian campaign as they cared to witness leaving for the south. Field-Marshal Oyama, Generals Kodama and Oku and other notables were present.

Colonel Hoad found it difficult while he was with the 2nd Imperial Japanese Army to understand the, so-called, "voiled" disapproval with which the Japanese at first treated correspondents. One bitter, bleak morning we were all turned out at 3 a.m. and told that at 7.30 (everything was on schedule at that stage of the campaign) we were to witness a momentous battle. It had rained heavily all the night and there was a fog over the face of the land that could almost be cut into blocks and used for building material. Our horses slipped and slipped through the mud for a couple of hours and eventually we reached a low hill at the foot of which we left the horses in charge of our servants. When we had climbed to the summit of the hill whence we were to see this great battle the Japanese officers attending issued a characteristic order. Pointing to a stone on about the highest point on the hill the senior Japanese officer invited us to draw an imaginary line to the base on the side from which we had ascended. On the right of that line, throughout the day, the military attaches were to stand, on the left the correspondents. It was only a little hill, and to obey the order would have caused discomfort and inconvenience to everyone concerned. Moreover it was palpable that this separation of the "sheep from the goats" was intended to mark the difference in social status between military men and journalists. Colonel Hoad, although he had always previously been scrupulously careful to obey implicitly the many childish and harassing "regulations" to which he was subjected, in common with the other attaches, was indignant. Hardly had the officer finished speaking when Colonel Hoad, who had leapt over to the writer, asked for a cigarette, lit it and remained for a quarter of an hour talking. Four or five of the other attaches followed suit. Major Prior, Captain Lionel James (of "The Times") and one or two other correspondents crossed the "imaginary line" in the other direction and soon attaches and correspondents were hopelessly intermingled. The "battle," by the way, did not come off according to schedule as the misguided fog persisted in hanging about all day.

A good story, a story with perhaps all the merits except the minor one of being true was current in military circles in Melbourne shortly after Colonel Hoad's retirement from the South African campaign. The Colonel had, it was said, related several hairbreadth escapes and thrilling adventures under fire that he had experienced while he was A. G. of the Mounted Infantry, and he was said to have stated that he was about the most shot-over-and-past man who had returned from South Africa. A fellow-officer, who had not had the luck to go to South Africa, meeting Colonel Hoad's story at the Victoria Barracks at Melbourne, said: "Well, Tompkins, you must have had a very exciting time in South Africa." "Bless you, no, sir," replied Tompkins. "I never was in a shot fired." "You I see were with the Colonel all the time?" "The story is not true, of course, if it wasn't it would not be repeated here, but it is too good that it deserves to be repeated from oblivion."

Australia has lost an excellent officer in Major-General Sir John Hoad, and the personal loss to his many friends is heavy.

LADY LUGARD.

Lady Lugard arrived in Hongkong on the Messageries Maritimes steamer Sydney, after a prolonged holiday. It will be learned with general gratification that Lady Lugard, whose return to the colony was delayed by her having to undergo an operation in Japan, looked quite well when she arrived. She was met by H.E. the Governor, Capt. Simpson, the private secretary, and Capt. Taylor, A.D.C., and proceeded direct to Government House, where the governor is now in residence.

NOTES AND COMMENTS.

Last evening anyone near the Hongkong Cricket Ground about 7.30 might have seen a particularly brilliant falling star in the N.W. quarter of the heavens, which eventually disappeared behind the Peak. Just about this time of the year due to the other of the many meteoric streams are visible, and according to Whitaker, during this week the Perseids are due on another visit. Probably the best known stream is that of the Leonids, which has been responsible for many brilliant displays in early November mornings, furrowing the sky with their rapid flights and luminous streaks. This year, however, much need not be expected from the Leonids, though enthusiasts may reap some reward if they watch the skies on Nov. 15 or 16. Probably an astronomical event of more importance, and certainly one which can be viewed with greater comfort, is the annular eclipse of the sun on Sunday, October 22. Unfortunately it is only partial, commencing at 9.52 a.m. reaching its greatest phase at 11.24 a.m. and ending at 1.5 p.m. This will be visible at Hongkong.

Now that there appears to be a lull in the interminable "conversations" between France and Germany it may be remarked that, however admirably the commercial arrangement in Morocco should work in theory, it operates badly in practice. There is not a little dissatisfaction amongst merchants over the manner in which those other than French have been treated. Complaint is made that, where privileges are granted, they are granted to French traders only. It is perhaps natural for French officials to help their own countrymen, but the Algeiras Act did not provide for the expression of such a feeling of nationality. France was granted certain political rights, but there was to be a commercially open door, and to offer special protection to French merchants is an abuse of France's position as Morocco's political guardian. English trade with Morocco is fairly extensive and it cannot be denied that English merchants feel, and express, considerable bitterness when the present unrest passes away. Perhaps Downing Street will then frame a delicate and necessary hint.

Much was expected from the bout between Terry Martin and Leon Pauley, on Saturday at the Empire Theatre, for the middle-weight championship of the U.S.S. Atlantic Squadron, and seldom were hopes so poorly realised. As a boxing match it had its points, as a boxing match it was a hopeless farce. To be fair to Martin, he could have and would have boxed, but Pauley would have none of it. He clung to Martin quite loquaciously all the time. If he knows anything of boxing he was at pains to conceal the fact, and he knows as little of sportsmanship as he appeared to know of boxing. It came up as a relief to all when Martin was declared the winner by the referee, who, by the way, was not the man for the job and did not let matters pass. The earlier bouts were rather more interesting, and that between Cont and Andrews was a fine event. Andrews was giving away weight and was badly punished for four rounds. But he was game to the finish and making better use of his line of work he collected sufficient points in the remaining rounds to make a draw of it. The whole programme was badly arranged and poorly carried out. The first bout was timed for 10.15 and really started at 10.30. The whole evening was a farce.

SPECIAL
TELEGRAMS.

BRITISH AERIAL FLEET.

A GIFT SHIP.

(Special Service.)

London, Oct. 7.

The Admiralty has agreed to accept an aeroplane from the Liverpool branch of the Navy League.

THE PORTUGUESE
REPUBLIC.

(Special Service.)

London, Oct. 7.

The King will receive the Portuguese Minister on Tuesday.

FIGHTING IN PORTUGAL.

(Special Service.)

London, Oct. 7.

The Monarchists in Portugal are said to have purchased a Dreadnought.

SPORT.

Lawn Bowls.

On Saturday the Kowloon Bowling Green Club and the President of the bowls' championship and league committee were at home to local bowlers, the occasion being the playing off of the open singles championship and tie for the third and fourth places, and also the presentation of prizes, including the league trophy.

The finalists were Messrs. G. R. Edwards and J. Macdonald, both of the Kowloon Club, who put up a very good match, victory finally resting with the former by 21 points to 19. In the match between Mr. G. K. Haxton of Kowloon and Mr. Hamilton of Taikoo, for third and fourth places, Mr. Haxton secured the verdict with a score of 21 to 19, while in a match between teams representing the four clubs, that nominated by Mr. D. Harvey beat that nominated by Mr. F. Howell.

At the close of play Mrs. Russell graciously presented prizes and was in turn the recipient of a bouquet and silver holder decorated with the clubs' colours. The usual votes of thanks terminated the proceedings.

SPORT.

Cricket.

On Saturday the Naval Yard C.C. met the A.C.C. in a friendly game at the Happy Valley, and won by 82 runs to 61. For the winners Foster put up a very good exhibition, being responsible for 59 runs, not out.

Craigengower were at home to the Civil Service in a game that ended in a tie at 73 all. For the Civil Service Hutchingson compiled 33, while McEwen and Tillman topped double figures. For Craigengower the principal scorers were: L. A. Rose, J. D. Norris, R. Bass, and P. Phillips.

Kowloon's second team visited the Civil Service second team and won an interesting match by 79 to 58 runs.

The match between Kowloon and the R.G.A. provided quite a mild surprise, the military men being beaten by 75 runs. W.L. Weaver, for the victors, was deadly with the ball, securing seven wickets with an average of 5 runs apiece. The chief scorers were for the winners W. Waterhouse 61 and A. B. F. Raven 25 and for the losers Capt. Clapham 25 and Capt. Crawford 18.

PIRACY AND ROBBERY.

RAMPANT ON THE
PEKIANG.

(The "Telegraph" Correspondent.)

Canton, Oct. 7.

Piracy and robbery along the coast of the Peking, a tributary of the Pearl River, are very rampant; not only are the people robbed but the officials are attacked and carried off for ransom. The Colobai and Tantai of Shui-chow have telegraphed to the Canton Viceroy, reporting the various robberies of the district and asking for action to be taken. The latter has replied that he will do his utmost to suppress the evil.

POLO CLUB GYMKHANA.

Saturday's Meeting.

The feature of Saturday's meeting was Mr. David's successful riding. Merry Scott's win in the one and half mile race was an exhibition of skilful jockeyship that was well worth seeing. Oil King (Mr. Gegg up) was the hot favourite, but those who placed their faith in Mr. David were rewarded with a surprise dividend in the "Parl." The fortunate backers of the winning pony received \$31 for their \$5 bill.

Descriptive results of the events after we had gone to press on Saturday are as follows:—

Sweepstake. About two furlongs straight.

Major Withycombe's Tregoa, 108lb., (Withycombe) 1

Mr. H. A. Law's The Ramp, 108lb., (Law) 2

Hon. Mr. C. H. Ross' Den More, 108lb., (Ross) 3

Capt. Mallinson's Polar Bear, 205lb., (Mallinson) 0

Capt. Mallinson's Jerricks, 168lb., (Jerrois) 0

Mr. H. F. Carter's Handy, 175lb., (Handy) 0

Mr. G. H. Kent's Tokio, 174lb., (Kent) 0

Capt. Mallinson's Baluchi, Chief, 108lb., (Collis Browne) 0

Eight ponies started. Tregoa was first at the start and finished first. The Ramp was second and Den More third. Major Withycombe was applauded as the winning pony was ridden into the weighing in stand.

Time: 24 sec.

Winner: \$7.20.

Cash Sweeps: No. 72 1st, \$277.20

40 2nd, 79.20

82 3rd, 39.60

Handicap. Once Round. For China ponies subscription griffins of the season 1910 and 1911.

First prize: presented by the Officers K.O.Y.L.L. Second prize: \$25.

Mr. H. P. White's Traloe, 141lb., (David) 1

Mr. T. S. Forrest's Alacrity, 155lb., (Gegg) 2

Mr. Ellis Kadoorie's Matchless, Chief, 144lb., (Master) 3

Mr. Ching's Urgent, 137lb., (Monk) 0

5lb. penalty.

5lb. over.

2lb. over.

The quartette was sent away to a good start. At the back stretch Baluchi Chief was in the van, followed by Urgent second, Alacrity third and Traloe last. Baluchi Chief and Urgent changed places at the foot of the stand and Alacrity was some ten lengths behind last. Urgent and the Chief raced neck and neck up the hill, Traloe was lying behind and Alacrity reducing his distance with the leaders. Passing the rock Traloe drew level with Urgent and the field bunched. At the village bend Traloe displaced the leaders, but was overhauled by Alacrity. Entering the home straight, Mr. Gegg's mount was leading, but his weight told against him and Traloe won an exciting race by half a length. Baluchi Chief was third and Urgent last.

Time: 2m. 22.5 sec.

Winner: \$38.50.

Cash Sweep:—

No. 02 1st, \$280.05

111 2nd, \$11.90

101 3rd, \$40.95

Handicap. One and Half Miles. For all China ponies.

First prize: presented by Hon. Mr. W. D. Barnes. Second prize: \$25.

Mr. M. H. Logan's Merry Scott, 152lb., (David) 1

Messrs. Hughes and Jervois' Favonius, 158lb., (Jervois) 2

Mr. Brutton's Oil King, 150lb., (Gegg) 3

Mr. James' Brushwood Boy, 154lb., (Monk) 0

Mr. Ellis Kadoorie's Arcadian Chief, 153lb., (Seth) 0

Mr. C. Jay's Trevint, 144lb., (Master) 0

5lb. penalty.

4lb. over.

The start was a poor one. Favonius went away on the fall of the flag. First time past the stand the order was Brushwood Boy first, Arcadian Chief second, Oil King third and Trevint last. The Boy held the premier place going down the back stretch to the Golf Club and Bowington, where Arcadian Chief got into second place and Favonius third. The latter displaced the Chief at the end of the race.

followed by Oil King. The field bunched near the rock and Brushwood Boy failing to keep up his pace, Favonius worked into first place and Oil King second. Hounding the village bend Mr. David gave Merry Scott the rein and the pony came up in fine style overhauling Brushwood Boy and Oil King successively. Tugging the rails in the home straight Merry Scott gained on the leader—Favonius—with every stride and passed the Judge's Box first by a clear length. Favonius was second and Oil King third. A couple of dogs on the course as the field neared home were positively tantalising to the jockeys.

Time: 3m. 23.5 sec.

Winner: \$31.

Cash Sweep:—

No. 106 1st, \$308.70

28 2nd, \$88.20

125 3rd, \$44.10

One mile. For all China ponies that have never won a race of any sort up to time of starting (Ladies' No-nation races at this season's gymkhana excepted). First prize: presented by Mr. B. J. Gedge. Second prize \$25.

Mr. C. J. Anton's James, 157lb., (Gegg) 1

Mr. H. T. Hickman's Raffles, 152lb., (David) 2

Mr. Brutton's Lymington, 155lb., (Seth) 3

5lb. penalty.

There were three starters for this race. On the fall of the flag James shoved to the front, the others being in the following order:—Lymington second and Raffles third. When the field raced passed the spectators' stand for the first time Lymington settled down in front of James second and Raffles third, there being a clear length between the ponies. Before the next furlong was covered James had assumed the lead and his position was never threatened from the Bowington to the winning post. Negotiating the hill Lymington was second and Raffles third. In procession order the trio passed the Black Rock, from whence Raffles took second place from Lymington. At the village bend Raffles made gallant efforts to overtake James, but Gegg was riding easy and the little pony outstripped in a winner with a length to spare from Raffles, second; Lymington was third.

Time: 2m. 14.2-5 sec.

Winner: \$8.70.

Cash Sweep:—

No. 120 1st, \$374.85

60 2nd, \$107.10

41 3rd, \$59.55

TAIKOO RIFLE RANGE.

On Saturday afternoon in the presence of a large gathering the formal opening of the extensions to the Taikoo Rifle Range took place. Mr. Robinson, President of the Club, performed the ceremony. The cost of the extensions amounted to \$420, which was defrayed by the thirty odd members who are employed at the Taikoo Dockyard and Refinery and by the Taikoo detachment of the Hongkong Volunteer Corps. Ranges of 200, 500 and 800 yards are provided and two additional targets have been erected. Various improvements have also been carried out at the firing points, enabling eight men to shoot simultaneously against four previously, which is of no little value for team shooting.

In the course of the opening ceremony, Mr. Robinson wished success to the club and expressed the hope that it would continue to stimulate interest in rifle shooting.

Mr. A. Henderson, the Chairman, also made a suitable speech. Those present included Mr. J. Reid (a vice-president); Mr. D. Templeton (representing Captain W. M. Scott, another vice-president); and Mr. W. J. B. Ishford (hon. secretary).

A "blind" team shoot was held amongst the members and resulted in a win for Mr. Reid's team, who beat Mr. Robinson's team. The members of the winning team were each presented with a silver spoon. Other competitions were also held.

Before the company broke up the President announced his intention of putting up a rifle for competition amongst the members. The information was given that the rifle was to be a .303.

THE PEAK TUNNEL.

Revival of the Scheme.

Many readers will remember the agitation some years, led by Chevalier Peseio, for the tunnelling of the Peak. In this connection the following from the "China Press" of Oct. 6 is of interest:—

In a fortnight the Legislative Council of Hongkong is to be confronted for the sixth time with the proposition to tunnel through the background of their urban landscape with a view to making the vast tract of sloping land on the opposite side of the island accessible for suburban homes. Chevalier Peseio, the instigator of the scheme, is a guest at the Palace Hotel in this city on route to Hongkong on his regular annual visitation to confer with the municipal authorities on the proposition. In the lively hope of convincing them of the feasibility of his plan, he said last night to a "China Press" reporter that he still had hopes of exhausting all the official objections and when the concession was once obtained the capital is in waiting to carry the proposed undertaking through.

All the available building space on the Hongkong side of the island, according to Chevalier Peseio, has been taken up and rents within easy access to the business center of the city have risen to very high prices. All the land within convenient radius from the stations on the tramway running up the hill back of Hongkong, he says, is now occupied by homes and to go further up or around from these stations makes it necessary to employ eight chair coolies at \$10 a month each.

Open New Section.

On the mainland opposite the city suburbanites have established homes and to secure any further sites for occupancy, the tunnel project argues, would take business men too far away from the center of their activities so that their only hope lies on the other side of the island. There is a vast tract of land there, he says, but it is eight miles around, and the roadway is winding, so that a new route would have to be laid out at enormous expense to connect this territory with the city by electric cars.

It would only cost about Mex. \$3,000,000, he figures, to tunnel the hill and build a tramway that would bring the heart of Hongkong within five miles from the center of this residential section.

A big European traction company, the promoter of the project declares, stands ready to construct the line for a share in the syndicate which he is prepared to form. The scheme is to lay out the tract, build houses and sell them to prospective residents on the instalment plan at \$100 a month, so that instead of paying two hundred and fifty to three hundred dollars a month and owning nothing, homes may be purchased at about one third the present rental rate.

Works for Concession.

Chevalier Peseio for a number of years was commercial attaché to the Italian Consulate at Hongkong and it was while acting in that capacity, he says, he conceived the idea. The authorities from whom he must first secure the concession have always been very courteous, but have always raised some objections to his scheme. First, he says, they argued that to grant his request would be sort of official guarantee that the undertaking would be a success. Chevalier Peseio, however, responded that it would be no more a guarantee than a mining concession be a guarantee that there was gold in the ground. Then, he says, they shifted to the question of the defence of the port and claimed that a hole through the hill would open the way for an enemy who might, perchance, appear off the coast; but Mr. Peseio combated this argument by declaring that an enemy could land now without interruption and could easily dispose of the defensive forces as they were wending their way around the hill for the attack. The matter was referred some time ago to the Defence Committee in London, but no decision has yet been announced from that quarter. The promoter said last night. Every year, he explained, he appears in Hongkong and the Legislative Council sends him a writ to come and defend the territory.

and each year thus far the authorities have raised objections, but have not met his application with a plain yes or no. He proposes to keep at them, he declares, until he has exhausted their arguments and gets down to the point.

ST. PETER'S CHURCH.

The Alterations.

Yesterday at matins the Bishop of Victoria formally dedicated the new chancel which has been added to St. Peter's Church, West Point, during the past three months. The service was largely attended, and many expressions of pleasure were heard at the pleasing effect of the addition.

The work was designed by Messrs. Leigh and Orange, and is a very dignified piece of church architecture. The altar is exceptionally handsome, while the new choir stalls, fresh windows and raised floor, all tend to beautify the pleasant little structure.

The alterations do not end here, for electric light has been installed, and in the near future a handsome lectern will be added.

LATE LO KWAN SHEK.

A MEMORIAL SERVICE.

(The "Telegraph" Correspondent.) Canton, Oct. 7.

On Tuesday next, a memorial service will be held at the hall of the Self-government Society as a tribute of respect to the late Lo Kwan Shek, a public benefactor and a member of the Provincial Assembly. All the societies have been notified to be represented.

DON'T FORGET.

Monday, October 9.
Concert, Seamen's Institute, 8.30 p.m.
Crown Land Sale.
Tuesday, October 10.
Extraordinary general meeting, Douglas Steamship Company.
Sanitary Board.

Today's
Advertisements

"MOGUL" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

The Steamship "GHAEZEE."
FROM GLASGOW AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Holt's Wharf, at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 16th instant, will be subject to rent. All Claims against the Steamer must be presented to the Underigned on or before the 9th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 2.30 p.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.
Hongkong, 9th, October, 1911. [1438]

AMERICAN-ASIATIC S.S. CO.
FROM NEW YORK.

THE Steamship

"INDRAMAYO"

Captain Thos. R. Evans, having arrived from the above port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 16th inst., at 10 a.m. All claims must be presented within fifteen days of the arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 16th inst. will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN TOMES & CO., Agents.
Hongkong, 4th October, 1911. [1438]

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REMOVED: THE CREAM ONLY.
ADDED: NOTHING.

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ALEXANDRA BUILDINGS, 28th Floor, Hongkong, 1st May, 1911. [1100]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net

In Bags of 250 lbs. net

SHEWAN TOMES & CO.

General Managers.

Hongkong, 18th, April, 1911. [1438]

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MACARONI, VERMICELLI and SPAGHETTI.
in Packets of 1 lb. and in Boxes of 45 lbs. [1220]

For Sight Seeing in an Up-to-date

MOTOR.

RING UP 1036.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911. [1055]

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ORIENTAL BREWERY, LTD., Hongkong.
BREWERS AND ICE MANUFACTURERS.

AMSTEL BEER

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Proposed Sailings from Hongkong and St. John, N.S. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John
"EMPERESS OF INDIA".....Sat., Oct. 14.	"EMPERESS OF BRITAIN".....Fri., Dec. 1.
"EMPERESS OF JAPAN".....Sat., Dec. 2.	"EMPERESS OF BRITAIN".....Fri., Dec. 23.
"EMPERESS OF INDIA".....Sat., Dec. 30.	
1912	1912
"EMPERESS OF INDIA".....Sat., Jan. 27.	"EMPERESS OF IRELAND".....Fri., Feb. 23.
"EMPERESS OF JAPAN".....Sat., Feb. 24.	"EMPERESS OF IRELAND".....Fri., Mar. 22.

S.S. "MONTEAGLE" calls at Moji instead of Nagasaki. Steamers will depart from Hongkong at 6 p.m. Each Trans-Pacific "Empress" connects at Vancouver with a Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

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HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

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HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£48. Via New York.....£45.

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INDO-CHINA STEAM
NAVIGATION CO., LD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
SHANGHAI & SWATOW.....CHOYSANG	Tuesday, 10th Oct., Noon.	
TIENSIN.....CHEONGSHING	Thursday, 12th Oct., Noon.	
MANILA.....YUENSANG	Saturday, 14th Oct., 2 p.m.	
SHANGHAI, KOBE & MOI	Wednesday, 18th Oct., Noon.	
SINGAPORE, PENANG & CALCUTTA	Friday, 20th Oct., Noon.	
MANILA.....LOONGSANG	Saturday, 21st Oct., 2 p.m.	

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General Managers. Telephone No. 215. Hongkong, 7th October, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR VANCOUVER, SEATTLE AND PORTLAND (Or) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D W	On or about
"KUMERIC".....	G. B. McGill	11,000	October 10th.
"LUENING".....	J. Mathie	11,000	October 25th.
"STRATHLYON".....	J. R. Shaw	8,000	November 21st.

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

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PROPOSED SAILINGS:

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Hongkong, 24th August, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	AKI MARU, Capt. K. Homma, Tons 7,000	WEDNESDAY, 11th Oct., at D'light.
	MISHAMA MARU, Capt. A. E. Moses, T. 9,000	WEDNESDAY, 25th Oct., at Daylight.
	KAGA MARU, Capt. M. Hagino, Tons 7,000	WEDNESDAY, 8th Nov., at Daylight.

VICTORIA, B.C. & SEATTLE.....	KAMAKURA MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 4th Nov., from KORE
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VICTORIA, B.C. & SEATTLE via SHANGHAI, MOI, KOBE, YOKOHAMA, and YOKOHAMA.....	TAMBA MARU, Capt. K. Noda, Tons 7,000	TUESDAY, 10th Oct., at Noon.
	AWA MARU, Capt. I. Izawa, Tons 7,000	TUESDAY, 7th Nov., at Noon.

SYDNEY & MELBOURNE via MANILA, TUESDAY ISLAND, TOWNVILLE and UNISDALE.....	KUMANO MARU, Capt. M. Winkler, T. 6,000	FRIDAY, 27th Oct., at Noon.
	YAWATA MARU, Capt. T. Sekino, Tons 5,000	FRIDAY, 24th Nov., at Noon.

SHANGHAI, MOI & KOBE.....	TOSA MARU, Capt. T. Sato, Tons 6,000	WEDNESDAY, 11th October.
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KOBE & YOKOHAMA.....	ATSUTA MARU, Capt. Wm. Thompson, T. 9,000	FRIDAY, 18th Oct. p.m.
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N'SAKI, KOBE & YOKOHAMA.....	YAWATA MARU, Capt. T. Sekino, T. 5,000	WEDNESDAY, 25th Oct., at Noon.
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BOMBAY via SINGAPORE & COLOMBO.....	BINGO MARU, Capt. K. Sayeda, T. 7,000	TUESDAY, 17th October.
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TANGO MARU	8,000	K. Kawara	Feb. 14th.
KAMO MARU	9,000	P. L. Sumner	Feb. 28th.
ARI MARU	7,000	K. Homma	Mar. 13th.
MISHIMA MARU	4,000	A. C. Moses	Mar. 27th.
KAGA MARU	7,000	M. Hagino	April 10th.
ATSUTA MARU	9,000	Wm. Thompson	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Mura	May 22nd.

Steamer	Tons	Captain	From Hongkong
INABA MARU	7,000	S. Tomioka	Feb. 27th.
TAMBA MARU	7,000	K. Noda	Mar. 26th.
AWA MARU	7,000	T. Izawa	April 23rd.
INABA MARU	7,000	S. Tomioka	May 21st.

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[5]

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CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail.
MANILA, ILOILO & CEBU.....	"TAMING".....	10th Oct., 4 p.m.
CHEFOO & NEWCHANG.....	"NANCHANG".....	12th .. Noon.
SHANGHAI.....	"CHINHUA".....	12th .. 4 p.m.
WEIHAIWEI & TIENSIN.....	"HUIHOW".....	13th .. 4 p.m.
SHANGHAI.....	"ANHUI".....	14th .. M'night.
MANILA, CEBU & ILOILO.....	"TEAN".....	17th .. 4 p.m.
SHANGHAI.....	"CHENAN".....	19th .. 4 p.m.
SHANGHAI.....	"LINAN".....	21st .. M'night.

DIRECT SAILING TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "BANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES: Cargo booked through all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Twin screw Steamers "Tea" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck; aft. Saloon accommodation of a.s. "Kailong" is situated on deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinkua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 28. Hongkong, 9th October, 1911.

[11]

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE,

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Havre & Hamburg:
S.S. "Friedrich".....20th Oct.	S.S. "Saevia".....13th Oct.
"Slavonia".....3rd Nov.	For Rotterdam, Hamburg & Antwerp:
"Scandia".....16th Nov.	S.S. "Furst Bultow".....14th Oct.
"Spezia".....2nd Dec.	For Rotterdam, Hamburg & Antwerp:
"Segovia".....14th Dec.	S.S. "Belgavia".....22nd Oct.
"Silesia".....27th Dec.	For Havre, Bremen & Hamburg:
"Ambria".....10th Jan.	S.S. "Senegambia".....28th Oct.
"Goldenberg".....24th Jan.	For Havre & Hamburg:
	S.S. "Bayern".....10th Nov.

For Further Particulars, apply to—

Hamburg-Amerika Linie,

Hongkong Office.

Hongkong, 6th October, 1911.

[966]

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date.
RUBI.....	4000	S. Crosby	MANILA, CEBU & ILOILO	WEDNESDAY, 11th Oct., 4 p.m.
ZAFIRO.....	4000	M. C. Smith	MANILA, CEBU & ILOILO	FRIDAY, 20th Oct., 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 6th October, 1911.

[14]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOU.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving

For Freight and Passage, apply to

A. R. MARTY,

24, Des Vaux Road.

Telephone 118.

Hongkong, 12th June, 1911.

[1088]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
EMPIRE.....	2nd Sept.	Tuesday, Oct. 17.
ST. ALBANS.....	20th Oct.	Saturday, Nov. 11.
EASTERN.....	17th Nov.	Dec. 9.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents.

[96]

TOYO KISEN KA SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada, and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG.

(Subject to alteration)

Steamer	Tons	Captain	Date of sailing
S.S. "Tenyo Maru".....	21,000	H. Bent	Oct. 18th, Noon.
S.S. "Shinyo Maru".....	21,000	H. S. Smith	Nov. 3rd, Noon.
S.S. "Chiyo Maru".....	21,000	W. W. Green	Nov. 1st, Noon.

These steamers are equipped with Turbine Engines and Triple Screws. All steamers carry Japanese Government wireless telegraph and post office. The Triple Screw steamer Tenyo Maru, will be despatched for San Francisco via KEELING, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU, YOKOHAMA and HONOLULU on FRIDAY, the 18th Oct., at Noon.

SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Manzanillo.)

Only Regular Direct Service to Mexican, Chilian and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration)

Steamer	Tons	Date of Sailing
Buyo Maru.....	10,600	Saturday, Oct. 14, Noon.

The steamer "BUYO MARU" will be furnished with Mexican, Peruvian and Chilean Ports of Call and HONOLULU on SATURDAY, 14th October, at Noon.

For further particulars as to Passage and Freight, apply to—

K. MATSUDA, Agent.

KING'S BUILDING (Opposite Blake Pier)

[83]

COMMERCIAL.

Oil Trade Developments.

Further important developments in the burning oil trade are foreshadowed which threaten to bring about one of the keenest struggles yet witnessed in the industry.

For some time the Standard Oil Company has been developing its direct trade with refiners, by means of road tank wagons, and it is meeting with a marked degree of success. This increased competition has hit not only the Scottish oil companies but other importing concerns, with the result that the Homelight Oil Company and the British Petroleum Company, both representatives of the great combination of European producers, engaged in combating the Standard Oil organization all over the world, are perfecting plans for covering Glasgow and Edinburgh and the surrounding districts with a distributive organization similar to that of their opponents.

Until recently the Homelight Oil Company had the product of Russian refiners, but its British interests have been acquired by the British Petroleum Company.

The position thus created is that the distribution of imported oil is in the hands of the two contending combinations, so that the fight will now be a straight one.

The Tobacco Market.

There is no mitigation of the stringency ruling in the tobacco leaf market as a result of the deficiency in the American crop, says "The Times" of Sept. 8.

In reply to inquiries made on Monday, the managing director of a large company of tobacco manufacturers state that the deficiency of American tobacco did not cause as much anxiety to the independent manufacturers as the duties imposed by the Budget of 1909. The small supply was due partly to natural conditions, partly to the fact that areas formerly planted with tobacco had been utilized for cotton-growing, and, lastly, to the fact that planters in the West had manipulated crops with the object of securing higher prices. The independent manufacturers were already severely crippled by the duties, which involved the application of large additional capital, as the duties have to be paid before the goods could be delivered. The Imperial Tobacco Company, with its vast resources, could bear this strain and would probably resist any raising of prices on account of crop deficiencies with a view to crushing the independent firms. The Budget duties thus made for the strengthening of the trust system.

Inquiry at the headquarters of the Imperial Tobacco Company at Bristol showed that the company had not raised prices. "Nor," it was added, "is an increase in immediate contemplation." What the future course would be could not be indicated.

OTE. LOUVENCOURT

EXTRA DRY.

\$24.00 per case.

FIENOU STORE,

6, Queen's Road.

H

LOG BOOK.

Australian Shipping Laws.

The complaint that certain requirements under the shipping legislation of New South Wales are in conflict with the conditions imposed by the commercial laws of Great Britain is, writes the Sydney correspondent of the "Syren," repudiated by the Acting State Treasurer, who is by no means regarded as an authority in maritime matters, of which he has not the slightest experience. He admits, however, that there are a few points of difference, one of which is in regard to ships under 300 tons capacity. These, he points out, are not required by the British Act to carry second officers, while under the State Act they must do so. Again, in New South Wales a passenger certificate is required for every boat carrying passengers, while the British Act exempts vessels carrying less than twelve. "Then," he continues, "there is a distinction in regard to surveying cargo ships under the State Act, and the difference is that cargo ships not registered with the three principal corporations—viz., Lloyd's, the British Corporation, and the Bureau Veritas—are subject to survey in New South Wales, and they are not so subject under the Merchant Shipping Act of Great Britain. The procedure in the State is that an unregistered ship coming to New South Wales ports would be required to be surveyed before she would be allowed to take any cargo on board, but in Great Britain there is no distinction in this respect between a vessel registered under one of the corporations mentioned above and an unregistered boat." The Acting State Treasurer also explains that there exists a difference in regard to boats carrying coal or grain, the State regulations compelling them to employ shifting boards, whereas this means of maintaining the equilibrium of the cargo is not insisted upon under the British law. "In New South Wales, again," he says, "only one load-line, that through the centre of the Plimsoll mark, is recognised, while under the British law that mark, the Atlantic mark, and the summer mark are allowed." He admits that there would be greater and more important differences between the Commonwealth navigation laws—which are to be passed during the approaching Federal Session—and the British Acts, principally in connection with the manning of crews, accommodation for same, and so on, the conditions being very much more liberal than under the Imperial regulations.

To Let

TO LET.

GODOWNS, 151 to 155, PRINCE STREET.
"OREGON," 39, The Peak.
THE HONGKONG LAND INVESTMENT & AGENCY CO. LIMITED.
Hongkong, 1st July, 1911. [159]

TO LET.

GODOWN No. 54, DUNDAS STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.
Hongkong 1st July, 1911. [61]

TO LET.

THE BUILDING now in occupation of The Mercantile Bank of India to be let from 1st January, 1912. OFFICES on 1st and 2nd Floors now in course of erection at No. 6, DES VIGNE ROAD to be let. Apply to—
"DAVID SASSOON & Co."
Hongkong, 24th Oct., 1911. [1087]

Intimations

AERTEX

CELLULAR.

REGAL

SHOES

J. T. SHAW,

TAILOR

and

OUTFITTER,

24, Hongkong Hotel Buildings,
Queen's Road. [1288]

PEAK TRAMWAYS CO. LIMITED.

TIME TABLE.

Week Days	
7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	" 10 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.30 a.m. to 12.45 p.m.	" 15 min.
12.45 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.45 p.m.	" 15 min.
1.45 p.m. to 2.15 p.m.	" 10 min.
2.15 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 8.10 p.m.	" 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

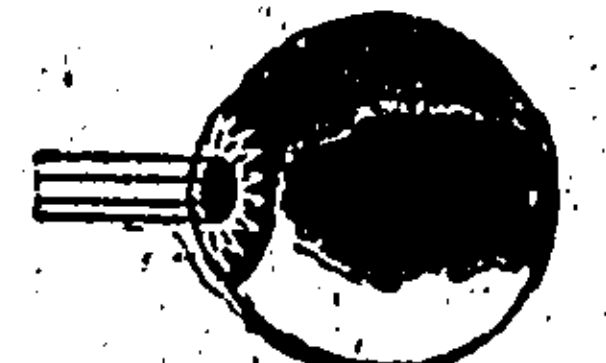
8.00 a.m. to 10.30 a.m.	every 15 min.
10.30 a.m. to 11.00 a.m.	" 10 min.
11.45 a.m. to 12.00 noon	" 15 min.
12.00 noon to 1.00 p.m.	" 10 min.
1.00 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 7.00 p.m.	" 10 min.
7.00 p.m. to 8.10 p.m.	" 10 min.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 11.45 p.m.

SPECIAL CARS.

By Arrangement at the Company's Office, Alexandra Buildings, Des Vigne Road.
JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 16th June, 1911.

SUN GLASSES.

Any tint made to any prescription.
No charge for testing sight.
Repairs of all description made by competent workmen.

N. LAZARUS,

Ophthalmic Optician,
1A, D'Aguilar Street,
Hongkong.

Hongkong, 24th July, 1911. [929]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).
THE OFFICE OF
TRUSTEE, EXECUTOR OF
WILLS, ATTORNEY, &c.,
SHEWAN, TOMES & Co.
General Managers,
Hongkong, 19th March, 1908. [74]PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

PORTS	VESSELS	TO SAIL ON	REMARKS
SHANGHAI	DEVANHA	About 15th Oct.	Freight and Passage.
LONDON, via USUAL PORTS OF CALL	DELHI	Noon, 14th Oct.	See Special Advertisement.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CAYLON	About 20th Oct.	Freight and Passage.
LONDON & ANTWERP	SUNATRA	About 1st Nov.	Freight and Passage.

For Further Particulars, apply to
P. & O. S. N. Co.'s office,
Hongkong, 6th October, 1911.
E. A. HEWETT,
Superintendent.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	To sail on
Kobe & Yokohama	"PRINZ WALDEMAR" Capt. F. Isoko	About TUESDAY, 17th Oct.

NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"DERFFLINGER" Capt. F. Prosch	17,000 TONS WEDNESDAY, 18th October, at Noon.
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SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"York" Capt. J. Randemane	About WEDNESDAY, 18th October.
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RUDAT & SANDAKAN	"BORNEO" Capt. F. Sembill	5,050 TONS Middle of October.
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All the steamers of the European Line are fitted with Wireless Telegraphy.
New System of Tri-funken.
For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 5th October, 1911. [7]

THE LEEDS LUCE CO., LTD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.
Pioneers in the Design and Manufacture of PRESSED STEEL UNDERFRAMES and BOGIES and ALL STEEL RAILWAY WAGONS.The Undersigned have been appointed Sole Agents in Hongkong and China.
THE TAIKOO DOCKYARD & ENGINEERING CO.,
OF HONGKONG, LTD.
Agents,
BUTTERFIELD & SWIRE.

Hongkong, 23rd September, 1911. [140]

SHIPBUILDERS, SALVORS AND B. AIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

TAIKOO DOCKYARD & ENGINEERING CO.
OF HONGKONG, LIMITED.
TAIKOO DOCKYARD, HONGKONG.
Telephone Address—
"TAIKOODOCK."
BUTTERFIELD & SWIRE,
HONGKONG CHINA & A.

Shipping Steamers.

DOUGLAS STEAMSHIP CO. LD

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occurring 9 to 10 days.)
CAPTAIN
Haikun ... Capt. J. S. Rouch ... TUESDAY, 10th Oct., at 1 p.m.
Hatching ... W. C. Passmore ... FRIDAY, 13th Oct., at 1 p.m.
Halyang ... Capt. J. W. Evans ... TUESDAY, 17th Oct., at 1 p.m.
Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.
For Freight and Passage, apply to
Douglas, Lapraik & Co.,
General Managers.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

From	Expected on or about	To	Will leave on or about
Tijahm	JAVA	JAPAN	1st half Oct.
Tijpanas	SHANGHAI	JAVA	1st half Oct.
Tijmanoeck	JAVA	JAPAN	1st half Oct.
Tijaroem	JAPAN	JAVA	1st half Oct.
Tijlwoeng	JAVA	JAPAN	2nd half Oct.
Tijkini	JAVA	JAPAN	2nd half Oct.
Tijhadap	SHANGHAI	JAVA	2nd half Oct.
Tijhadap	JAVA	SHANGHAI	1st half Nov.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through S/L.
For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
Yok Buildings.

Telephone No. 376

[197]

Consigners.

NORDDEUTSCHER LLOYD,
BREMEN.IMPERIAL GERMAN MAIL
LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH,"
having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, where delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 11th of October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th of October, at 9.30 a.m.

All claims must reach us before the 15th of October, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.
NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents,
Hongkong, 4th Oct., 1911. [7]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "TENYO MARU,"
FROM SAN FRANCISCO, HONOLULU, and JAPAN PORTS.

The above-named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on SATURDAY, the 7th inst., at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on October 10th, afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or godown and examination of same to be arranged.

All claims must be filed on or before October 17th, otherwise they will not be recognized.

K. MATSUDA,
Agent,
Hongkong, 3rd Oct., 1911. [868]

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON & NEW YORK
(With Liberty to call at the Malabar Coast).

THE Steamship

"WELSH-PRINCE,"
Captain Sheppard, will be despatched for the above ports on TUESDAY, the 17th October.
For Freight and Passage, apply to
ARNOLD, KARBURG & Co.,
General Agents,
Hongkong, 35th Oct., 1911. [1403]

Consignee.

"SEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"
FROM LEITH, MIDDLESBRO,
LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
JIBB, LIVINGSTON & CO.,
Agents,
Hongkong, 4th Oct., 1911. [192]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"MALTA,"
FROM ANTWERP, LONDON,
MALTA, PORT SAID,
SUZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such Consignment will be sorted out, Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:
From London, &c., ex. s.s. "Ceylon."

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 11th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GORDON and DOUGLAS, at 10 a.m. on Mondays and Tuesdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent,
Hongkong, 6th Sept., 1911. [4]

Regular Steamship Service to New York.

via PORTS and SUEZ CANAL
(With Liberty to call at Malabar Coast).

PROPOSED SAILING FROM HONGKONG.

FOR BOSTON & NEW YORK:
S.S. "SATSUMA" (Sailing on or about 12th Oct.)FOR NEW YORK:
S.S. "SAINT PATRICK" (Sailing on or about 22nd Oct.)
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents,
Hongkong, 3rd Oct., 1911. [1891]

Consignees

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE & STRAITS.
THE Steamship

"PLINTSHIRE."

Having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 14th inst., at 6 a.m., will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined on FRIDAY, 13th inst., at 10 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurances will be effected by us in any case whatever.

Bills of Lading will be countersigned by
ARDING, MATHESON & Co., Ltd.,
Agents,
Hongkong, 7th Oct., 1911. [1400]

To Sail

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Bangkok, Adras, and Mauritius.)

THE Steamship

"GREGORY APCAR,"
Captain S. H. Babon, will be despatched for the above ports TO-MORROW, the 10th inst., at 3 p.m.For Freight or Passage, apply to
DAVID SASSOON & CO., LD.,
Hongkong, 9th Oct., 1911. [1424]

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"DEVANHA,"
will leave for the above place, at 8 a.m. on THURSDAY, the 12th Oct., 1911.
For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 7th Oct., 1911. [4]



The Peninsular & Oriental Steam Navigation Company.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERIAN, GOLF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DELHI."

Captain H. S. Bradshaw, carrying His Majesty's Mails, will be despatched from this for Bombay, Madras, and London Direct, on SATURDAY, the 14th October, 1911, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "China," 8,000 tons, from Colombo, passengers' accommodation in which vessel is required before departure from Hongkong.

Bills and Valuables, all cargo for France, Teas and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed by the s.s. "Delhi," proceeding via Bombay and are being due in London on the 25th November, 1911.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 2nd Oct., 1911. [14]

CHINESE ENGINEERING and MINING COMPANY, LTD.

CANTON-HONGKONG-TIENTSIN LINE.

Taking Cargo for Tientsin, Choo, Newchwang, and Chingwangtao.

For Freight and Passage apply to
THE CHINESE ENGINEERING & MINING CO., LTD.
Queen's Buildings,
DODWELL & CO., LTD.,
Agents,
Hongkong, 28th Sept., 1911. [1893]

SHIPPING NEWS.

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T.T. Demand India	1/9 14/10
T.T. San Francisco and New York	1/9 15/10
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T.T. Manila	1/9 17/10
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T.T. Moscow	1/9 23/10
T.T. St. Petersburg	1/9 24/10
T.T. Constantinople	1/9 25/10
T.T. Bombay	1/9 26/10
T.T. Calcutta	1/9 27/10
T.T. Rangoon	1/9 28/10
T.T. Singapore	1/9 29/10
T.T. Batavia	1/9 30/10
T.T. Surabaya	1/9 31/10
T.T. Medan	1/9 1/11
T.T. Palembang	1/9 2/11
T.T. Sumatra	1/9 3/11
T.T. Java	1/9 4/11
T.T. Celebes	1/9 5/11
T.T. Moluccas	1/9 6/11
T.T. East Indies	1/9 7/11
T.T. South Seas	1/9 8/11
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T.T. New Zealand	1/9 10/11
T.T. South America	1/9 11/11
T.T. Africa	1/9 12/11
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T.T. Asia	1/9 14/11
T.T. Oceania	1/9 15/11
T.T. Antarctica	1/9 16/11
T.T. Arctic	1/9 17/11
T.T. North Pole	1/9 18/11
T.T. South Pole	1/9 19/11
T.T. Equator	1/9 20/11
T.T. Tropic of Cancer	1/9 21/11
T.T. Tropic of Capricorn	1/9 22/11
T.T. Arctic Circle	1/9 23/11
T.T. Antarctic Circle	1/9 24/11
T.T. Prime Meridian	1/9 25/11
T.T. International Date Line	1/9 26/11
T.T. Greenwich	1/9 27/11
T.T. Paris	1/9 28/11
T.T. London	1/9 29/11
T.T. New York	1/9 30/11
T.T. San Francisco	1/9 1/12
T.T. Tokyo	1/9 2/12
T.T. Hongkong	1/9 3/12
T.T. Shanghai	1/9 4/12
T.T. Canton	1/9 5/12
T.T. Hankow	1/9 6/12
T.T. Peking	1/9 7/12
T.T. Tientsin	1/9 8/12
T.T. Harbin	1/9 9/12
T.T. Manchuria	1/9 10/12
T.T. Korea	1/9 11/12
T.T. Japan	1/9 12/12
T.T. Philippines	1/9 13/12
T.T. Indonesia	1/9 14/12
T.T. Malaysia	1/9 15/12
T.T. Singapore	1/9 16/12
T.T. Malacca	1/9 17/12
T.T. Penang	1/9 18/12
T.T. Ceylon	1/9 19/12
T.T. India	1/9 20/12
T.T. China	1/9 21/12
T.T. Japan	1/9 22/12
T.T. Korea	1/9 23/12
T.T. Manchuria	1/9 24/12
T.T. Mongolia	1/9 25/12
T.T. Tibet	1/9 26/12
T.T. Siam	1/9 27/12
T.T. Laos	1/9 28/12
T.T. Cambodia	1/9 29/12
T.T. Vietnam	1/9 30/12
T.T. Thailand	1/9 31/12
T.T. Burma	1/9 1/1
T.T. Assam	1/9 2/1
T.T. Bengal	1/9 3/1
T.T. Madras	1/9 4/1
T.T. Bombay	1/9 5/1
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T.T. Singapore	1/9 31/1
T.T. Malacca	1/9 1/2
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T.T. Ceylon	1/9 3/2
T.T. India	1/9 4/2
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T.T. Manchuria	1/9 31/2
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T.T. Ceylon	1/9 2/5
T.T. India	1/9 3/5
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T.T. Ceylon	1/9 15/